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INFORMATION REPORT

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REFERENCE COPY

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1. On 15 October 1952, source made a copy of the definite course of the Northwest-ring Berlin from railroad construction drawings. Work on the staking off of the line has been started.¹
2. The connecting curve southwest of Charlottenhof/Wildpark was opened on 10 October.²
3. On 4 October 1952, source learned that double track operations were possible only on the Beutersitz-Dobrilugk/Kirchhain section of the Falkenberg-Dobrilugk/Kirchhain line, because the railroad bridge over the Elster River was not yet completed.³
4. On 4 October, double track operations were started on the Beutersitz-Falkenberg railroad line.³
5. In mid-October 1952, source learned that the Dresden regional railroad headquarters was ordered to complete the double tracking of the Dresden-Bad Schandau railroad line by 21 December, Stalin's birthday. All railroad agencies in the Dresden railroad district were obliged to assign squads of volunteers for track construction work on the line.⁴
6. Work on the construction of the railroad bridge over the canal near Muellrose had to be suspended on 15 October, because various bridge sections were not available. The new completion date for the bridge is October 1953.⁵ All the construction workers have been withdrawn from the construction site and assigned to work on the Autobahn bridge over the Oder River.⁶
7. The railroad curve near Altstrelitz was put into operation on 11 October.⁷ On 21 October, source observed that construction work on the railroad curve near Golzow continued. The embankment for this curve has reached the level of the Angermuende-Uberswalde main railroad line. Rails have not been laid.⁸
8. In mid-October, source learned that the construction drawings for the Greifswald-Ladebow railroad line have been completed. About three-quarters of the spur track to the former German airfield were dismantled in 1945 and 1946. The roadbed and the ballast are still available.

CLASSIFICATION

SECRET

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Construction of the North-West Ring of Berlin

